

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

**FOR SINGAPORE, HAVRE AND
HAMBURG.**

(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BREMEN.)

The Steamship
 Capt. R. SCHUBB, will be
despatched for the above
Ports on FRIDAY, the 10th Instant, at
Noon.

For Freight or Passage, apply to
STRIMSEN & Co.,
Agents,
Hongkong, February 10, 1894. 27

FOR NEW YORK VIA SUEZ CANAL

The Steamship
 Endeavour,
Capt. C. GERRARD, will be
despatched as above
on or about the 20th Instant, instead of
previously advertised.


For Freight or Passage, apply to

Agents
Hongkong, February 10, 1882.


OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Steamship *Darlington*,
Captain FURRY, will
depart about at 4 p.m.



For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, February 2, 1892. 2

UNION LINE OF STEAMERS
FOR NAGASAKI, KOBE AND
YOKOHAMA
The Steamship
 *Torington,*
Captain Bawker, will
leave Hongkong on the 10th inst. for the above Ports after arrival.
For Freight or Passage, apply to
DODWELL, GARLIL & Co.
Agents.
Hongkong, January 29, 1892. 2

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN,
SUEZ, PORT SAID,
BRINDISI, VENICE, FLORENCE AND
TRIESTE.
(Taking Course of through route to HONGKONG, CANTON, SHANGHAI, HANKOW, PEKING, TIENTSIN, YOKOHAMA, KOREA, MANCHURIA, and the ADRIATIC PORTS.)

 The above ship will be dispatched
Electric.
and will be dispatched
above on the 24th, Inst.
at Noon.
Cargo will not be received on board at
3 p.m. prior to date of sailing.
For further information as to Pass-
age and Freight, apply to
DAVID SASSOON, SONS & CO.
Agents.
Hongkong, February 8, 1897.

**THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.**
FOR LONDON VIA PORTS OF CALL.
The Co.'s Steamship
Company.

The Steamship
The above Port will be despatched
the Proximo.

For Freight or Passage, apply to
DODWELL, CARROLL & CO
Agents
Hongkong, February 12, 1892.

Notices to Consignees
STRAIGHTH OXES
COMPAGNIE DES MESSAGERIES

[illegible]

19th February, at 10 a.m.
No Fire Insurance has been effected.
G. DE CHAMPEAU
Agent.
Hongkong, February 11, 1892.

Sugar from the Peninsula is subject to 20 pesetas per 100 kils. ; from the colonies



speaking at a Conservative meeting at Exeter paid a splendid tribute of respect and admiration to H. H. the late Khedive who, with the aid of Great Britain had effected the recovery of Egypt from great financial and social suffering which was almost unexampled. His Lordship had some reasons for being so

LOCAL AND GENERAL.

PASSED SURV CANAL.

OUTWARD BOUND.—Sham, Nov. 21; W
Sung, 27; Patrochia, Dec. 1; Mora
18; Electro, 20; Palamed, Shanghai, Tai
5; Mikawa Maru, 19; Ohinguo

The U. S. S. *Albatross*, from Honolulu, left Singapore on Feb. 3, and may be expected here on or about Feb. 14.

The Austrian Lloyd's steamer *Elektra*, from Trieste, left Singapore on Feb. 3, and may be expected here on or about Feb. 15.

The Glen Line steamship *Glenlogie*, from London, left Singapore on Feb. 3, and may be expected here on or about Feb. 15.

The Siam Line steamship *Samudra*, from Bangkok, left Singapore on Feb. 3, and may be expected here on or about Feb. 15.

The *P. & O. s. Lombardy* left Singapore on Feb. 11, and may be expected here on or about Feb. 18th.

The *s. Wingsay*, from Strain and Calcutta, left Singapore for this port on 12th Feb., and may be expected here on or about the 19th Feb.

ORDER OF CHORUS SERVICE AT ST. JOHN'S CATHEDRAL—SUNDAY, FEBRUARY 20.
Matins:—Vernon, Alcock; Psalms, Rolston;—Gospel, T. D. Dwyer; Epistle, J. D. Dwyer.

Evangelism—Palmer, Smart & Pierce
Magnificent & Nurt. Dimittis, Far-
Tones (Stained); Hymns, 176, 178,
180.

SUNDAY SCHOOL

MORNING SERVICE—SUNDAY, FEB. 14TH.
11 A.M.
Morning Service—Hymns, 14, 27, 3;
Psalm, 49; Anthem, 17.

At the Magistrate's this morning two men
were fined \$5 each, with the alternative
to days' imprisonment, for being disor-
derly in the Sailors' Home last night.

According to a home order, the Episco-

12. **PASSENGER SERVICE.**—The
 100-ton Steam Launch *Daywing* will
 alongside yachts mooring Code Pass
 between 9 and 10:30 a.m., on Sunday
 convey men ashore to the 11 o'clock
 vice. Returning about 12:30.

BRYAN announces that he will re-
only another week in the Colony,
which he goes to Macao. If the neces-
arrangements can be made he will prob-
pay a visit to Canton before leav-
Shanghai and Japan.

We are informed by Mr Love, the

and Wild West Show, that the big-
will open here about the 8th of next mo-
the success they have met in Manila
taining them there longer than they
at first expected. After playing a se-
of thirty-three days in Manila to
audience they have now gone to L

however, they will pay a second visit to the capital of the Philippines. We do not doubt the Wild West Show, being a novelty here, will be greatly looked forward to by the Hongkong public.

| | | |
|--------------------------------------|----------------|---------|
| " | 30 days sight | 214 1/2 |
| " | 4 months sight | 214 1/2 |
| Credit, & | | 214 1/2 |
| Documentary, & months sight | | 214 1/2 |
| On Berlin | | 214 1/2 |
| On demand | | 210 |
| Oredit, & months sight | | 217 1/2 |
| On Berlin | | |
| On demand | | 216 |
| On New York | | |
| On demand | | 71 |
| Oredit, 60 days sight | | 72 1/2 |
| On Bombay | | |
| Wire | | 316 1/2 |
| On demand | | 320 |
| On Calcutta | | |
| Wire | | 316 1/2 |
| On demand | | 320 |
| On Shanghai | | |
| On demand | | 71 |
| 30 days sight, private paper | | 72 1/2 |
| Gold Leaf, 100 lbs (per seal) | | 328 3/4 |
| Sourabaya (Bank's buying rate) & per | | |

| Temperature. | | |
|--|--------|-------|
| (Taken at Morris Road, & Co.'s Premises, Queen's Road.) | | |
| Barometer | 3 P.M. | 30.01 |
| Do. | 4 P.M. | 29.90 |
| Do. | 5 P.M. | |
| Thermometer—3 P.M. | | 69 |
| Do. | 4 P.M. | 72 |
| Do. | 5 P.M. | |
| Do. (Wet bulb) 3 P.M. | | 68 |
| Do. | 4 P.M. | 73 |
| Do. | 5 P.M. | |
| Do. Do. | | |
| Do. Maximum | | 72 |

IMP. EFFIE.
 "Imp. Effie"—language can't express
 The life that sparkles in her eyes,
 And what if I must needs confess
 That Effie is not very wise?
 Her noseless talk with billows air
 Sweeter to me than widow's tears;
 I love to see her toss her hair,
 I love to hear her tell her dreams.
 Near her philosophies seem fools,
 Their logic and deductions chaff;
 Forms, maxims, axioms, reasons, rules,
 Evaporate in Effie's laugh.
 How oddly rigid and aloof
 The finger-posts of Science shine,
 When Effie's digits warm and soft
 Are playing at 'hot hands' with mine!

She's very ignorant, the pet,
 Of creed or dogma, old or new;
 She's very credulous, and yet
 Her articles of faith are few.
 To Reverend men she's barely civil,
 Though prompt to succour the forlorn;
 She's only fearful of the devil,
 But sees no harm in being born.

Not clear about the 'second birth',
 She trusts her heart will be forgiven;
 And that when called to quit the earth,
 She'll go up—naturally—to Heaven.
 Meanwhile, too fond, I fear, the rogue is
 Of this world's vanities and pomp;
 Thinks 'serious people' awful fogies,
 May 'teach their solemn noses romps'.
 Leaps, tumbles, screams, to make them
 givers.
 Shams stupid to excite their spleen;
 Then how aloof!—Lord, forgive her,
 The little 'imp' is scarce thirteen.
 And even whilst I scold her, I
 I sometimes can't suppress a sigh
 To think that Effie will grow wiser,
 That Effie will grow old, and die?
 —Spectator.

FRENCH CHILDREN.

The French child (writes Miss Beaumont Edwards in the *Fortnightly*) is a fetish; fashion, husband, and brothers more terrible than humanity. In middle-class families, whose pedigree is a generation or two removed from peasant stock only, the infant card is held in the highest esteem. The child is called 'Monsieur Jean' or 'Monsieur Charles', as the case may be. Even his wet-nurse is not allowed to call her charge in swaddling clothes by the endearing term of 'Bébé'. I have seen a household turned topsy-turvy because a baby had cried at 5 instead of 6 o'clock with its parents. The one maid of all work was compelled to leave her work, formally lay this cloth, prepare soup, fish, brosteat, vegetables, cheese, and dessert for a minute of two and a half! Many and many a time have I blushed for my sex on fast days and Fridays, when hard-worked heads of the house have been compelled to breakfast and dine of eggs and potatoes, while the most Catholic of Catholic mothers, under some pretext or other, providing a choice breakfast or ragout for the pumpled gourmand of eight or nine. With us the discipline of life begins in the nursery; with our neighbours, in the *lysée*, or during the enforced military service. Is it to be wondered at that outside increases enormously in France? A child whose whims have been systematically humoured from the cradle upwards naturally brooks no restraint upon his wishes. A girl refuses him; he is disappointed in his career; he has ill-luck at cards; he straightway purchases a pistol, and there is an end of the matter. The chronicle of the daily newspapers is sufficiently appalling; statistics still more so. In Paris one out of 20 deaths of adult males is self-inflicted. Of course, other causes contribute to this mania of self-destruction. I am convinced that artificial bringing up is one of the most potent. A French child is a hot-house plant, on a small scale, and the result of the artificial world, an artificial world to which, if not artificial, it is not natural. If artificial affection, in the cases mentioned above, obscures the discernment of right from wrong, no less does conventional bringing up impede the judgment in dealing with cause and effect. As we have seen, the vast majority of Frenchwomen persistently set their faces against the first Government that has taken in hand their social and intellectual advancement. The words of Gamble, 'Let our youths and maidens be raised by the understanding before they are joined by the heart,' are, indeed, now acted upon, and enormous strides are yearly made in female education. No more gifted creature lives than our sister on the other side of La Manche. Only solid instruction, a sense of moral responsibility and wider interests, are necessary to develop her rare endowments of heart and brain.

BOWMAN'S KATZ.—A soothing, cooling, emollient milk for the skin. It prevents and removes freckles, tan, sunburn, redness and roughness of the skin, soothes the heatings of insect bites, rashes, prickly heat, and all irritations, produces soft skin and a lovely delicate complexion. It is warranted free from any lead or mineral ingredients, and is perfectly harmless to the most delicate skin. Baites & Co., Ltd., 20, Hatton, London.

WRECKED ON THE GOODWIN.
 BRASLUS DARWIN, grandfather of the famous Charles Darwin, the naturalist, inscribed upon his seal the significant words, "Omnia ex conchis"—all things arise from oysters. But from what do oysters arise? What is the origin of matter? Ah! nobody knows. Yet one thing is getting plainer every day—Let this man's story show.

He goes on to say: On the 17th of December, 1872, whilst sitting on a ship's deck on board the steamship *Myrmec*, I was wrecked on the Goodwin Sands. The shock to my system was so great as to produce an effect I never felt before. I fell into a low, weak state, and was seized with giddiness and a sinking, fainting feeling. I had a bad taste in the mouth, weight at the chest, and great pain after eating, and my face would burn like fire. I had difficulty in breathing and palpitation, and often a pain seemed to run from the heart through to my shoulder. I had a kind of rumbling all over me, and a choking sensation at the throat, with a rash blood to the head.
 "I slept very badly, and after a time I got so nervous and weak I was afraid to go about, and would sit in a chair quite powerless. I saw a doctor who treated me for a time, and then sent me to a hospital in Rattlebone Place, London, where I was under treatment for three months, but got no better. I then put myself under a local doctor, who said I was suffering from nervous debility. He patched me up for a little while, but said to my wife, 'Your husband is in a critical condition, and may die at any time.'
 "However, I got to work for a short time, and then was as bad as ever. I lingered on in this way for years—now

a little better, now worse, but never well.
 "About 1880, whilst working at Messrs Westwood and Bailey's, Millwall, a mate who saw my sufferings told me of a medicine called Mother Seigel's Curative Syrup, and he brought me a bottle. After taking the first bottle I found my food agreed with me, and I began to improve. All nervous feelings gradually left me, and by persevering with the medicine I was soon cured. From that time to this I have been a strong man, and done harder work than ever in my life before. I have since

kept Mother Seigel's Syrup in the house, and my wife, who was a great sufferer from rheumatism and dropsy, has found more relief from it than from anything else. If any of my family ever get anything, a few doses soon set them right."
 The statement from which the foregoing is an extract was made by Mr. William Hill, ship's carpenter, 106, St. Anne's Road, London, E.

Now, what is the thing which we said is getting plainer every day? Why this: that almost an infinite number of different results arise from a single

cause. Like the majority of people in all ranks of life, Mr. Hill had in his digestive organs the seed—or what women call 'the makings'—of dyspepsia. Up to the winter of 1872 it may not have troubled him much, but the excitement and exposure of the shipwreck was more than the system could bear. We must remember, too, that all shocks to the mind or body, or to both, act directly on the stomach. Who can eat when under the influence of a great worry or a great sorrow? And if this worry or sorrow continues long, it always upsets

the digestion, permanently impairs or destroys the appetite, and thus brings on an apparently incurable dyspepsia and nervous debility. Why, gracious goodness! there are millions of women, and lots of men, crawling about under this thing in England every day in the year. And it is to them we are talking. They are half dead, and yet we want them to come to life, and get some good out of their existence. Whatever the ailment is called, you may be sure indigestion and dyspepsia is at the bottom of it, as in Mr. Hill's case, and what cured him will cure you.

SHARE LIST.—QUOTATIONS.

Hongkong, Saturday, 4 p.m., 13th February, 1892.

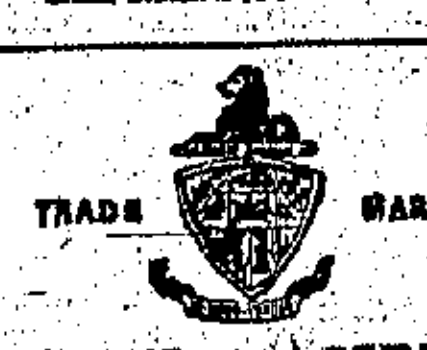
| STOCKS. | Capital. | No. of Shares. | Paid up. | Assets & Work- ing Account. | Lat Dividend and when paid. | Closing Quotations. |
|---|------------|----------------------------------|----------|--------------------------------|---|--------------------------|
| Banking. | | | | | | |
| Hongkong & Shanghai Bank- ing Corporation | 10,000,000 | 80,000 | 125 | 6,300,000/30/- | for 1-year ending 30/6/91, Aug. 24, 91 | 162 1/2 prem., sellers |
| Bank of China, Japan & Straits | 1,000,000 | 99,975 | 25 | 113,572 | 100,000/- per share, Feb. 14, 91 | 10 1/2, sales |
| Do. New issue | 1,000,000 | 100,000 | — | 2,111.152 | — | 10 1/2, buyers |
| Do. Founders | — | 1,250 | — | — | — | — |
| National Bank of China, Ltd. | 1,000,000 | 12,500 A shares, 12,500 B shares | — | — | First year. | 40 1/2, sales and buyers |
| Do. Do. (Founders) | — | — | — | — | — | — |
| Marine Insurance. | | | | | | |
| Union Insurance Society of Canton, Limited | 2,500,000 | 10,000 | 20 | 600,000 | 25 per cent. for 1890, Oct. 12, 91 | 201 |
| China Traders' Insurance Co., Ltd. | 2,000,000 | 24,000 | 25 | 480,000 | 18 per cent. for ending 31/4/90, Sept. 18, 91 | 10 1/2, sales and buyers |
| North China Insurance Co., Ltd. | 1,000,000 | 5,000 | 10 | 247,418 | 10 per cent. for 1889 | 11 1/2, buyers |
| Yangtze Insur. Association, Ltd. | 800,000 | 8,000 | 100 | 350,000 | — | — |
| Canton Insurance Office, Ltd. | 2,500,000 | 10,000 | 40 | 465,131.46 | 25 per share for 1889, March 12, 90 | 10 1/2, buyers |
| Straits Insurance Co., Ltd. | 3,000,000 | 30,000 | 20 | 430,425.12 | Int. div. of 10% for 1891, paid Jan. 4, 92 | 10 1/2, buyers |
| Fire Insurance. | | | | | | |
| Hongkong Fire Insur. Co., Ltd. | 2,000,000 | 8,000 | 20 | 550,000 | 18 per share for 1889, March 8, 91 | 11 1/2, sales |
| China Fire Insurance Co., Ltd. | 2,000,000 | 20,000 | 20 | 748,000 | 30 per cent. for 1889, Feb. 28, 91 | 10 1/2, buyers |
| Straits Fire Insurance Co., Ltd. | 2,000,000 | 20,000 | 20 | 231,870.04 | 25 per cent. for 1889, March 27, 91 | 10 1/2, buyers |
| Singapore Insurance Co., Ltd. | 3,000,000 | 20,000 | 20 | 108,840.55 | — | 10 1/2, buyers |
| Shipping. | | | | | | |
| Hongkong, Canton & Macao Steam-boat Co., Limited | 1,600,000 | 80,000 | 20 | 30,574.58 | 4 per cent. for 1-year ending 31/12/91, Feb. 1, 92 | 35 |
| Indo-China Steam Navigation Co., Limited | 1,200,000 | 60,000 | 10 | 201.32 | 25 per cent. for 1890, Jan. 1, 91 | 25 1/2 discount, buyers |
| China & Manila S. S. Co., Ltd. | 250,000 | 5,000 | 50 | 882.5 | — | 10 |
| Douglas Steamship Co., Ltd. | 1,000,000 | 20,000 | 50 | 1,974.47 | 2 per cent. for year ending 30/6/91, Sept. 28, 91 | 10 |
| China Mutual S. N. Co. | 242,000 | 12,100 | 15 | 20,000 | Int. div. of 2% prem. for 6 months to 30/6/91, Oct. 14 and 24, 1891 | 11 1/2, sellers |
| Do. Do. new issue | 100,000 | 2,000 | 30 | 2,384.17 | 1 per cent. for 1-year ending 30/6/91, Sept. 1, 91 | 10 1/2, buyers |
| China Sugar Refining Co., Ltd. | 1,500,000 | 15,000 | 100 | 1,278.85 | Int. div. 5% per share, Aug. 28, 91 | 11 1/2, buyers |
| Luzon Sugar Refining Co., Ltd. | 700,000 | 7,000 | 100 | 2,041.20 | 25 per share for 1890, March 28, 91 | 10 1/2, buyers |
| Mining. | | | | | | |
| Panama Dux Samantian Min- ing Co., Ltd. | 500,000 | 60,000 | 10 | 319,367.31 | — | 10 1/2, buyers |
| Société Française des Char- bonnages du Tonkin | 4,000,000 | 8,000 | 50 | 285,615.15 | — | 10 1/2, buyers |
| Selama Tin Mining Com- pany, Limited | 571,000 | 114,000 | 2 | 935,499.45 | — | 10 1/2, buyers |
| Imuris Mines, Limited | 200,000 | 200,000 | 10 | 1,075.07 | 7 per cent. 1-year ending 5/8/91, Oct. 15, 91 | 10 1/2, buyers |
| Balmoral Gold Mining Co., Ltd. | 180,000 | 18,000 | 10 | 4,700 | — | 10 1/2, buyers |
| Jebeu Mining & Trading Co., Ltd. | 225,000 | 45,000 | 15 | 212,442.12 | — | 10 1/2, buyers |
| Raub Australia Syndicate, Ltd. | 1,000,000 | 1,000,000 | 10 | 208,688.47 | — | 10 1/2, buyers |
| Société Française des Houil- leres de Touraine | 4,000,000 | 4,000 | 10 | 208,688.47 | — | 10 1/2, buyers |
| Docks, Wharves & Godowns. | | | | | | |
| Hongkong & Whampoa Dock Co., Ltd. | 1,662,500 | 12,500 | 125 | 22,665.69 | 7 per cent. 1-year ending, Aug. 25, 91 | 10 1/2, buyers |
| Hongkong & Whampoa Dock Co., Ltd. | 1,000,000 | 20,000 | 50 | 15,409.84 | Final div. 3 per cent. per cent. per ann., 1891, paid 8th Feb., 1892 | 10 1/2, buyers |
| Wanchai Warehouse & Stor- age Co., Limited | 267,000 | 2,670 | 37 1/2 | 478.25 | 3 1/2 per cent. for 1-year ending 31/12/91, paid 18/2 | 10 1/2, buyers |
| Land, Hotels & Buildings. | | | | | | |
| Hongkong Land Investment & Agency Company, Ltd. | 5,000,000 | 50,000 | 5 | 1,250,000 | Final dividend of 2 1/2 per share, making total of 2 1/2 per share, 1891, Jan. 26, 92 | 10 1/2, buyers |
| Kowloon Land and Building Company, Ltd. | 300,000 | 3,000 | 30 | 257.16 | 30 cents, July 20, 91 | 10 1/2, buyers |
| West Point Building Co., Ltd. | 300,000 | 3,000 | 30 | 1,374.17 | 4 per cent. for 1-year ending 30/6/91 | 10 1/2, buyers |
| Hongkong Hotel Co., Limited | 300,000 | 3,000 | 30 | 2,661.53 | 50 cents per share, 1-year end. 30/6/91, Sept. 7, 91 | 10 1/2, buyers |
| Austin Arms Hotel & Building Company, Limited | 200,000 | 4,000 | 40 | 5,787.43 | 14 per cent. for 1890, April 17, 91 | 10 1/2, buyers |
| Hampden Estate & Finance Company, Ltd. | 100,000 | 1,000 | 10 | 3,843.69 | — | 10 1/2, buyers |
| Do. New Issue | 150,000 | 1,500 | 10 | — | — | 10 1/2, buyers |
| Miscellaneous. | | | | | | |
| Green Island Cement Company Limited | 1,000,000 | 20,000 | 50 | 55,113.70 | — | 10 1/2, buyers |
| China-Borneo Co., Ltd., in liq. | 750,000 | 7,500 | 50 | 55,113.70 | — | 10 1/2, buyers |
| A. S. Watson & Co., Limited | 500,000 | 40,000 | 10 | 14,000 | Int. Div., 7 per cent. for 1891, Nov. 8, 91 | 10 1/2, buyers |
| Hongkong Trading Co., Ltd. | 400,000 | 4,000 | 40 | 4,315.74 | 3 per cent. for 1890, April 1, 91 | 10 1/2, buyers |
| H. G. Brown & Co., Limited | 300,000 | 3,000 | 30 | 1,472.50 | Int. div., 5% per share, Sept. 9, 91 | 10 1/2, buyers |
| Hongkong Electric Co., Limited | 300,000 | 30,000 | 30 | 8,879.78 | — | 10 1/2, buyers |
| Labuk Plating Co., Limited | 250,000 | 5,000 | 40 | 50,004.73 | — | 10 1/2, buyers |
| Hongkong & China (Indus- trial) Gas Co., Limited (new) | 70,000 | 7,000 | 10 | 14,864.48 | 10 per cent. for 1890, and 2 1/2 per cent. bonus, April 9, 91 | 10 1/2, buyers |
| H.K. Rope Manufacturing Co., Ltd. | 150,000 | 3,000 | 50 | 25,000 | 25 per share for 1890, March 24, 91 | 10 1/2, buyers |
| Geo. Fenwick & Co., Limited | 150,000 | 6,000 | 25 | 6,119.01 | 7 per cent. for 1890, March 11, 91 | 10 1/2, buyers |
| (Hongkong Ice Co., Limited) | 125,000 | 5,000 | 25 | 3,600.75 | 24 per cent. for 1891, paid Feb. 12, 1892 | 10 1/2, buyers |
| Hongkong High-Level Tram- ways Company, Limited | 125,000 | 1,250 | 10 | 46,000 | — | 10 1/2, buyers |
| Hongkong Brick and Cement Company, Limited | 100,000 | 4,000 | 10 | 42,034.86 | — | 10 1/2, buyers |
| Dairy Farm Co., Limited | 100,000 | 10,000 | 10 | 29,067.89 | — | 10 1/2, buyers |
| Cricklebank & Co., Limited | 80,000 | 1,800 | 50 | 333.58 | — | 10 1/2, buyers |
| H'kong & China Bakery Co., Ltd. | 30,000 | 600 | 60 | 783.07 | 25 per share for 1890, March 17, 1891 | 10 1/2, buyers |
| Campbell, Moore & Co., Limited | 12,000 | 1,200 | 10 | 246.01 | — | 10 1/2, buyers |

| Loans to Imperial Chinese Government. | Agents for the Loan. | Amount of Loan. | Par Value of Bonds. | Outstand- ing Bonds. | When Payable. | Closing Quotations. |
|---|-------------------------------|---------------------------------|------------------------|-------------------------|--|---------------------|
| Chinese Imperial Govt. 5% Silver Loan 1884 | H.K. & S'hai Banking Corp. | \$1,594,700 Hongkong Currency. | 500 Hongkong Currency. | 479 | 18 Oct each year until 1892 | 10 1/2, buyers |
| Chinese Imperial Govt. 7% Silver Loan 1888 | Do. | Shanghai Tael 767,200. | Shanghai Tael 250. | 2,016 | 21st Mch and 30th Sept. each year until 31st Mar 1917. | 11 1/2, buyers |
| H.K. Hotel Co. 5% Mortgage Debentures 1880 | Do. | 100,000 to be repaid on 10/4/92 | 100 | 800 | Half yearly, on 1st April and 1st October. | 10 1/2, buyers |
| Hongkong & Kowloon Wharf & Godown Co. 5% Debentures of 1891 | Do. | 100,000 to be repaid on 10/4/92 | 100 | 2,000 | Half yearly, on 1st April and 1st October. | 10 1/2, buyers |
| China Merchants S. N. Co. 7% Mortgage Debentures | Do. | 4,300,000 | 2100 | 1,350 | Quarterly up to 1st Sept. 95 | 10 1/2, buyers |
| Société Française des Charbonnages du Tonkin 5% Debentures | Do. | 600,000 | 2100 | 6,000 | 1895 or earlier at option of Co. in 6 months' notice | 10 1/2, sales |
| G. I. Cement Co. 5% Mortgage Debentures | Do. | 500,000 | 2100 | All | 30th June and 31st Dec. | 10 1/2, sales |

(*) Equalization of Dividend Fund. (†) Depreciation and Insurance Fund. (‡) Reserve and Depreciation Fund. (§) Fixed Reserve Fund.

STOCKS & BOND BROKERS.
 Telegraphic Address: "MORRESON," Hongkong.
 (At 2.45 P.M.)

Intimations.



CALDBECK, MACGREGOR & Co.
 Wine and Spirit Merchants,
 15, QUEEN'S ROAD.
 Hongkong, August 18, 1891.

NEW YEAR PRESENTS.
 REDUCTION IN PRICE!
 REDUCTION IN PRICE!!

WATERBURY WATCHES
 (Most Reliable and Accurate Timekeepers)
 E SERIES
 IS NOW OFFERED FOR
 2 DOLLARS 6 CENTS each

GENTLEMEN'S J. SERIES @ \$4.75 EACH.
 LADIES' L. SERIES @ \$4.75 EACH.
 Inspection is respectfully invited.
MITSUBI BUNSAI KAISHA,
 8, QUEEN'S ROAD, CENTRAL.
 Hongkong, December 11, 1891. 2301

WING HONG,
 TAILOR, DRESSER & OUTFITTER,
 JUST RECEIVED
 A LARGE STOCK OF
 FANCY FURNISHINGS, SCOTCH
 TWEEDS, CHESTER SUITS.
 All kinds of
 WINTER WOOLEN CLOTHES on hand.
 SELLING AT LOWEST PRICES.
 BEST TAILOR WORK AND PERFECT FIT
 GUARANTEED.
 Please call in and try.
 68, QUEEN'S ROAD CENTRAL. 2050

Mails.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP
 COMPANY.

THROUGH TO NEW YORK, VIA
 OVERLAND RAILWAYS, AND THROUGH
 AT YOKOHAMA AND SAN
 FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
 City of Peking, v. SATURDAY, April 16.
 Honolulu, v. SATURDAY, April 16.

THE U. S. Mail Steamship CHINA
 will be despatched for SAN FRAN-
 CISCO and YOKOHAMA, on WEDNES-
 DAY, the 23rd March, at 1 p.m., taking
 Passengers and Freight for Japan, the
 United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First Class.
 To San Francisco, Vancouver,
 Victoria, Esquimaux, New
 Westminster, Port Town-
 send, Seattle, Tacoma, Port-
 land, Oreg., San Fran-
 cisco, N.Y., \$225.00
 To Liverpool and London, \$325.00
 To Paris and Bremen, \$340.00
 To Havre and Hamburg, \$355.00
 Through Passage Tickets granted to
 England, France, and Germany by all
 trans-Atlantic lines of Steamers.

**RATES OF PASSAGE TO OVERLAND
 CITIES, FIRST CLASS.**

| DESTINATION. | 30 days day | Contin- uous Trip |
|--|----------------|-------------------------|
| Kansas City, Mo., Omaha, | 235.00 | — |
| St. Louis, Mo. | 232.50 | 231.50 |
| St. Paul, Minn., Minnea- polis, Minn. | 232.50 | 231.50 |
| Chicago, Ill. | 232.50 | 231.50 |
| Albany, Wis., Milwaukee, | 232.50 | 231.50 |
| Columbus, Ohio | 232.50 | 231.50 |
| Detroit, Mich. | 232.50 | 231.50 |
| Cleveland, Ohio | 232.50 | 231.50 |
| Toronto, Canada | 232.50 | 231.50 |
| Buffalo, N.Y. | 232.50 | 231.50 |
| Niagara Falls, N.Y., Buf- falo, N.Y. | 232.50 | 231.50 |
| Washington, D.C., Balti- more, Md. | 232.50 | 231.50 |
| Montreal, Canada | 232.50 | 231.50 |
| Philadelphia, Penn. | 232.50 | 231.50 |
| New York | 232.50 | 231.50 |
| Boston, Mass. | 232.50 | 231.50 |
| Portland, Maine | 232.50 | 231.50 |

All the above rates are in Mexican
 Dollars.
 Special rates (first class only) are granted
 to Missionaries, members of the Navy,
 Military, Diplomatic, and Civil Services,
 to European officials in service of China,
 and Japan, and to Government officials and
 their families.
 Passengers by this line have the option
 of proceeding overland by the Southern
 Pacific and connecting lines, or by the
 Great Northern Pacific or Canadian Pacific
 railways.
 Return Tickets.—First Class.—Prepaid
 return tickets to San Francisco will be
 issued at the following rates:
 12 months, \$337.50
 6 months, \$337.50
 Time is reckoned from date of issue to
 date of re-embarkation at San Francisco.
 Passengers, who have paid full fares, re-
 embarking at San Francisco for China or
 Japan (or vice versa) within one year will be
 allowed a discount of 10% from Return
 Fare. This discount does not apply to
 through fares from China and Japan to
 Europe.

Through Bills of Lading issued for trans-
 portation to Yokohama and other Japan
 Ports, to San Francisco, to Atlantic and
 Indian Oceans, to the United States, via
 Overland Railway, to Havana, Trinidad,
 and Demerara, and to ports in Mexico,
 Central